

FACILITIES REVIEW COMMITTEE TECHNICAL REVIEW AND RECOMMENDATIONS DR2004-00105 (First Tech Credit Union at Beaverton Creek)

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Board of Design Review Decision and Order, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted Design Review Two application, DR2004-00105 (First Tech Credit Union at Beaverton Creek)

- 1. All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.***

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The applicant indicates that the capacity for these services is already available.

With regard to the provision of public utilities such as water, sanitary and storm sewer, these public utilities currently exist either on-site or in adjacent right-of-way, according to the applicant.

A traffic analysis submitted by Group MacKenzie, dated September 7, 2004, forecasts that a total of 1099 new daily vehicle trips would be generated by the proposed 50,000 sq ft financial institution building. Approximately 154 vehicle trips would be generated in the AM peak hour and 156 in the PM peak hour. The analysis states that the signalized intersection of SW Millikan Way and SW 153rd Drive presently operates at Level Of Service (LOS) C in the AM and PM peak hours. With the development traffic, plus natural increase projected for the year 2005, the intersection will remain at LOS C. The stop controlled intersection of SW Beaverton Creek Court and SW 153rd Drive presently operates at Level Of Service (LOS) B in the AM and PM peak hours. With the development traffic, plus natural increase projected for the year 2005, the intersection will remain at LOS B. These are acceptable levels of service, based on City of Beaverton standards. The analysis concluded that mitigation measures were not needed.

Development Code Sec 60.55.20 also requires that the Traffic Impact Analysis include an analysis of the potential worst-case long-range impacts to the local transportation system identified in the City's Comprehensive Plan Transportation Element and the regional transportation system identified in Metro's Regional Transportation Plan. The forecast year is the forecast year of the Comprehensive Plan Transportation Element, 2020. The Traffic Impact Analysis found that since the financial institution use is allowed in the zone, it complies with the Development Control Area and is consistent with the Comprehensive Plan designation for Employment, it will not change the long-range transportation needs identified in the Comprehensive Plan to the extent to which traffic from the proposed development contributes to the long-range improvement needs. Tualatin Valley Fire and Rescue have provided comments to the project and are attached and summarized in the Technical and Advisory Notes. TVF&R will need to sign off on the site development permit prior to its issuance.

Therefore, the Committee finds the proposal meets the criterion for approval.

- 2. *Essential facilities and services are available or can be made available prior to occupancy of the development. In lieu of providing essential facilities and services, a specific plan strategy may be submitted that demonstrates how these facilities, services, or both will be provided within five years of occupancy.***

Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant's plans and materials were forwarded to the Beaverton School District, the City Transportation staff, City Police Department, and Tualatin Valley Fire and Rescue.

Staff finds that essential street facilities are available and no traffic mitigation is required, based on the traffic analysis prepared Group MacKenzie, dated April 22, 2004.

With regard to pedestrian bicycle and transit related improvements, adequate facilities exist at the site location. Therefore essential street facilities are available and no pedestrian, bicycle or transit mitigations are necessary.

Therefore, the Committee finds the proposal meets the criterion for approval.

- 3. *The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance which shall be already approved or considered concurrently with the subject proposal.***

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20

for the Campus Industrial Zone, as applicable to the above mentioned criteria. As demonstrated on the chart, the proposal is in conformance with all sections of Chapter 20.

Therefore, the Committee finds the proposal meets the criterion for approval.

- 4. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Regulations) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Regulations) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.***

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, as applicable to the above mentioned criteria.

Staff finds that other portions of Chapter 60 regarding, drive-up window facilities, land divisions, mobile and manufactured homes, planned unit developments, sign regulations, solar access protection, accessory dwelling units, and standards for kennels, stables, animal hospitals, cemeteries, churches, hospitals, drive-in movie theaters, aircraft facilities, natural resource extraction, nursery and day care facilities, portable classrooms, poultry farms, public and private utilities, drop boxes, and park and ride facilities are not applicable to this proposal.

The existing street right of way dedication and street construction of SW Beaverton Creek Court is adequate for this site's access.

The applicant is conditioned to provide 7 short term and 7 long term secured bicycle parking spaces based on 50,000 sq ft financial institution building use and the bicycle parking requirements of Dev Code Sec 60.30.10.5. Therefore, it is consistent with Chapter 60.

To meet the requirements of Section 60.65, staff recommends a standard condition of approval in that all utility lines are placed underground.

Therefore, the Committee finds that by meeting the conditions of approval the criterion for approval will be met.

- 5. *Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency;***

The Committee finds that the design of the building and site does not include any element where the owner could not accomplish necessary private maintenance. Garbage collection will be accomplished by a refuse area located on-site. The design

indicates that the owner will be able to fully maintain the site including landscaping and detention facilities. In addition the design of the site does not prevent maintenance of public facilities by the City.

Therefore, the Committee finds the proposal meets the criterion for approval.

6. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.*

The applicant states that safe and efficient vehicular and pedestrian circulation around and through the site has been incorporated into the design of the project. Clearly marked pedestrian connections are provided from the sidewalks along SW Beaverton Creek Court through the site.

With the conditions of approval, the site will have adequate internal vehicular circulation, in conformance with Development code Section 60.55.15, and adequate internal pedestrian circulation, in conformance with Development Code Section 60.55.65 and 60.55.70.

Therefore, the Committee finds that by meeting the conditions of approval the criterion for approval will be met.

7. *The on-site vehicular and pedestrian circulation system connects to the surrounding circulation system in a safe, efficient, and direct manner.*

City Transportation staff has reviewed the proposal to determine if on-site vehicular and pedestrian circulation patterns connect to the surrounding circulation system in a safe, efficient, and direct manner. Transportation staff has identified conditions of approval that will ensure adequate connections to the surrounding circulation system. The development is conditioned to construct an 8-foot wide shared use path on the western edge of the site from the north property line south to just south of the southern property line to connect to the existing regional trail. The regional trail has been identified on THPRD's Regional Trail Plan and Beaverton's Transportation Element of the Comprehensive Plan as a pedestrian path (Figure 6.1 of the Comp Plan) and future bicycle path (Figure 6.2 of the Comp Plan). The trail will connect the portion of the trail which has already been constructed on the parcel to the north, with the portion of the trail which has already been constructed on the parcel south of the site. Therefore, the development will, as conditioned, connect to the surrounding vehicular circulation system, in conformance with Development Code Sec 60.55.10, and to the pedestrian circulation system, in conformance with Development Code Sec 60.55.25.

Therefore, the Committee finds that by meeting the conditions of approval the criterion for approval will be met.

8. ***Structures and public facilities and services serving the site are designed in accordance with adopted City codes and standards at a level which will provide adequate fire protection, including, but not limited to, fire flow, and protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development;***

The proposal will need to show compliance to the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with TVF&R standards. Conditions identified at the end of the report are to ensure that the building is developed to meet City Standards.

Therefore, the Committee finds that by meeting the conditions of approval the criterion for approval will be met.

9. ***Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.***

The applicant states that the site will be graded roughly to its existing elevation, with only general cut and fill to level the site. The applicant is proposing water quality vaults to provide stormwater detention. Conditions identified at the end of the report are to ensure that the detention facilities are developed to meet City Standards. Staff finds that by meeting the conditions of approval, the grading associated with this proposal will result in a minimal impact to the public storm drainage system, on-site surface drainage, and neighboring properties.

Therefore, the Committee finds that by meeting the conditions of approval the criterion for approval will be met.

10. ***That access and facilities for physically handicapped people are incorporated into the site and building design, with particular attention to providing continuous, uninterrupted access routes.***

The applicant states, "The buildings and the site have been designed to comply with ADA accessibility codes". Conformance with applicable requirements must be demonstrated prior to issuance of Site Development and Building permits. The development is conditioned to provide an 8-foot wide paved accessway on the west portion of the site which will extend the full length of the site and connect to an existing regional trail constructed on the parcels to both the north and south of the site. Staff finds that providing this accessway will result in a continuous, uninterrupted access route.

Therefore, the Committee finds that by meeting the conditions of approval the criterion for approval will be met.

11. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.

The applicant submitted the application on August 4, 2004 and was deemed complete on October 6, 2004. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds the proposal meets the criterion for approval.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Campus Industrial (CI) Zone
Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.15.05			
Use	Financial institution	50,000 sf financial institution	Yes
Development Code Section 20.15.50			
Minimum Lot Area	none	Design review application only	N/A
Minimum Lot Dimensions Width Depth	none none	Design review application only	N/A
Minimum Yard Setbacks Front Side Rear	35 feet 10 feet none	123 58 west, 251 east N/A	Yes
Maximum Building Height	45 feet	42 feet	Yes
Maximum Lot Coverage	60%	Approximately 11% of total site	Yes
Development Code Section 20.15.55			
Off Street Parking and Loading	No parking within the first 20 feet of the front yard setback No off street loading within the side or rear yards if abutting residential zoning.	No parking is proposed within the first 20 feet of front setback Does not abut residential zoning	Yes
Landscaping	Not less than 15% of the total lot shall be landscaped Fencing shall be allowed within a boundary planting screen	36.9% landscaping of total site No fencing proposed	Yes
Adjacent Residential Zoning District(s)	No service roads, spur trackage, hardstands, outside storage areas, etc. shall be permitted within required yards adjacent to residential zoning district(s)	Does not abut residential zoning	Yes

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT		PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.30.10				
Off-street motor vehicle parking Minimum Maximum	3.3 spaces per 1000 sf gross floor area (financial institution)	165	270 spaces	Yes
	5.4 spaces per 1000 sf gross floor area (financial institution)	270		
Bicycle Parking	1 space per 8000 sf floor area	7	7 spaces	Yes
Development Code Section 60.25.15				
Off Street Loading	Two (2) Type B berths required for 50,000 square feet of floor area		Two (2) Type B berths proposed	Yes
Development Code Section 60.65				
Utility Undergrounding	All existing and proposed utility lines shall be placed underground		All utilities will be undergrounded	Yes